

NEW ADVERTISEMENTS

TENNIS TOURNAMENT.

OPEN Singles Championship: — H. HANCOCK & Rev. COOPER HUNT, TO-DAY (WEDNESDAY), 5th April, at 4.45 P.M., on the CENTRAL STADIUM COURT. Seats: 20 cents Members, 50 cents Non-Members.
Hongkong, 5th April, 1916. [512]

NOTICE.

DURING Mr. LAURENT's absence Mr. F. W. S. EVANS will be in Charge of the Hongkong Branch of our Business.
CALDECK, MACGREGOR & Co.
Hongkong, 5th April, 1916. [513]

NOTICE.

THE NATIONAL BENEFIT LIFE & PROPERTY ASSURANCE CO., LTD.
(Established 1890).

THE Undersigned, AGENTS for the above Company, are prepared to issue Policies against FIRE RISKS at Current Rates on approved Foreign and Chinese Properties in Hongkong and Macao.

BOTELHO BROS.
Alexandra Buildings.
Hongkong, 5th April, 1916. [514]

NOTICE.

THE remainder of the passengers' baggage from the "CHIYO MARU" has been safely landed on Tam Kan Island. Owing to the very heavy sea, this baggage cannot at present be brought to Hongkong, but will be landed here as soon as weather conditions permit.

Passengers who have not yet received their baggage are kindly requested to report to the Offices of the Toyo Kisen Kaisha regarding such missing baggage, furnishing the following particulars:—

Description of baggage.
Number of packages.
Cabin Number.
Forwarding Destination (if desired).

K. DOI,
Acting Agent.
Hongkong, April 5th, 1916. [515]

NOTICE.

WE HAVE This Day admitted Mr. CLIFFORD EDGEMORE a Partner in our business of Ship, Freight, Coal Brokers and Commission Agents.

SNOWMAN & Co.
Hongkong, 1st April, 1916. [504]

NOTICE.

ALL Persons having Claims against the Estate of Mr. KARL DEMERS of Messrs. RABENKAMP & Co., or against the Firm of Messrs. RABENKAMP & Co., are requested to file same with the Liquidators before the 8th April, 1916.

BRADLEY & Co., Ltd.,
Liquidators.
Hongkong, 24th March, 1916. [458]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore existing between JAMES FRANKS WRIGHT and THOMAS WILD HORNBY, carrying on Business as SHARE and GENERAL BROKERS under the style or Firm of WRIGHT & HORNBY, has been dissolved as from the date hereof. All Contracts entered into by the said late Firm will be carried out for them by ANDREW HUGH GILMORE JACKSON and PERCY TESTER, who will continue to carry on the said Business in Partnership under the style or Firm of WRIGHT & HORNBY.

Dated the 31st day of March, 1916.
J. F. WRIGHT,
T. W. HORNBY,
A. H. G. JACKSON,
P. TESTER. [498]

ROYAL HONGKONG GOLF CLUB.

DEEP WATER BAY COURSE.

A MIXED FOURSOMES COMPETITION will be held on SATURDAY and SUNDAY, 5th and 6th April. Competitors—18 holes against Bogey under handicap.

The Bogey score and table of holes at which strokes are to be taken will be fixed later.

Entrance fee \$2.00 per couple. Competitors must arrange their own partners, and opponents are requested to send their names to the undersigned, or to post same on the boards at Happy Valley, (Pan Ling) of the Hongkong Club before the 5th April.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, 22nd March, 1916. [438]

ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY.

A CUP has been kindly presented by Mr. E. V. D. PARR for a Competition under the following Conditions:—

The best cards comprising 27 holes, viz., two cards of 18 and 9 holes or three cards of 9 holes. Medal play under Handicap during the month of April, any time during the day.

In the case of 9 hole cards half Handicaps to be allowed, fractions of a half counting as one-half.

Any number of cards may be taken out. Entrance fee of 25 cents per card of 9 holes or 40 cents per card of 18 holes. Proceeds to go to the Blue Cross Fund.

Competitors are requested to enter their names in the book in the Club House before starting.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, April 1st, 1916. [498]

INTIMATIONS

HONGKONG TENNIS LEAGUE 1916.

ENTRIES for above League close April 5th. If sufficient entries there will be 1st and 2nd Divisions. Secretaries are asked to state which Division they enter for.

Dr. F. LINDSAY WOODS,
Alexandra Buildings,
Acting Hon. Secretary.
Hongkong, 3rd April, 1916. [505]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE HONGKONG ROPE MANUFACTURING COMPANY, LTD., will be held at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on MONDAY, the 10th day of April, 1916, at 11.30 o'clock in the forenoon, when the Subjoined Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the Company held on the 25th day of March, 1916, will be submitted for confirmation as a Special Resolution:—

That the Articles of Association of the Company be altered in manner following:—

(a) That after the word "Company" in the 16th line of Article 110 the following words shall be added:—

"The General Managers may also with the consent of the Consulting Committee pay such bonus or 'bonus' as the General Managers 'shall think fit'."

(b) That the words "Bonus or Bonuses" shall be inserted immediately after the word "Dividend" in the 18th line of Article 110.

(c) That the words "and bonuses" shall be inserted immediately after the word "Dividend" in the first line of Article 115.

Dated this 27th day of March, 1916.

SHEWAN, TOMES & Co.,
General Managers. [467]

MT. AUSTIN THEATRE, THE PEAK.

In Aid of the VETERANS' CLUB.

CHILDREN'S PLAY

"HUMPTY DUMPTY"

OR

"THE GREEDY KNAVE"

UNDER the Patronage of H.E. SMITH, M.A., K.C.M.G., H.E. Major-General VENTRIS, Rear Admiral ANSTRUTHER, C.M.G., &c., &c., &c.

Performances:—

THURSDAY, 13th APRIL, MATINEE AT 5.15 P.M.

Tickets 22 and 21. Children Half-Price.

SATURDAY, 15th APRIL, EVENING PERFORMANCE AT 9.15 P.M.

Tickets 22.

Gallery Lounge Tickets 22 (Refreshments obtainable).

Tickets at S. MOUTRIE & Co. Seats will not be reserved.

Hongkong, 3rd April, 1916. [485]

5% RUSSIAN INTERNAL SHORT

TERMED LOAN OF 1916

for Rbls. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March till 5th May inclusively.

The Price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxations.

The Loan is redeemable at par on 1st February 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles.

Applications will be wired to Petrograd free of telegraphic charges and commission.

4% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager.

RUSSO-ASIATIC BANK.
Hongkong, 30th March, 1916. [490]

FOR SALE.

ONE SET VERTICAL MARINE

ENGINES, with three cylinders of 18 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three large directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest, with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the above-said engines. Built in 1904 and been in use only 14 months.

1,983 lbs.—Self-Hardening Steel.

1,877 lbs.—L. A. Turning Steel.

928 lbs.—Oval Chisel Steel.

2,396 lbs.—Round Punching or Turning Steel.

and

One hundred Kilos Metal Packing.

Apply to

GEO. P. LAMMERT,
4, Duddell Street.

Hongkong, March 13th, 1916. [411]

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, JANUARY to JUNE,

1915. With Index. Price \$7.50.

On Sale at the 'HONGKONG DAILY PRESS' Office.

Hongkong, 20th August, 1915.

PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE 27th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on MONDAY, the 10th day of April, 1916, at 11.45 A.M., for the purpose of receiving a Statement of Account and the Report of the Directors for the year ending 31st December, 1915, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 1st April, to MONDAY, the 10th April, 1916, both days inclusive.

By Order of the BOARD OF DIRECTORS,
Hongkong, 28th March, 1916. [479]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 5th April, to MONDAY, the 10th April, 1916, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th March, 1916. [472]

HONGKONG TRAMWAY COMPANY, LIMITED.

LOST.

TRANSFER RECEIPT No. 1217 issued to Mr. LAU LU CHUNG for Transfers of 700 Shares in this Company into his name, having been Misaid, Lost, or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificates for the said Shares will be delivered to the said Mr. LAU LU CHUNG, and the Transfer Receipt will thereafter be held by the Company as null and void.

For the HONGKONG TRAMWAY Co., Ltd.,
W. E. ROBERTS,
Secretary.
Hongkong, 24th March, 1916. [454]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

Certificate No. 2959 for 20 Shares, \$100 paid up, numbered 3921/3925 and 9476/9480.

Certificate No. 2960 for 20 Shares, \$100 paid up, numbered 9016/9025 and 9746/9755.

Certificate No. 2961 for 20 Shares, \$100 paid up, numbered 6391/6395.

Certificate No. 2962 for 20 Shares, \$100 paid up, numbered 6391/6400.

Certificate No. 2963 for 20 Shares, \$100 paid up, numbered 6401/6400.

standing in the Register in the name of GEO. RICHARDSON & COMPANY, LTD., having been declared LOST, Notice is hereby given that unless the said Certificates are produced to the Society on or before the 3rd July, 1916, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 3rd April, 1916. [506]

HONGKONG AND CHINA GAS CO., LIMITED.

NOTICE.

THE COMPANY regrets that owing to the INCREASED COST OF MATERIALS, it is compelled to make the following Alterations in its terms of business:—

The Price of Gas for all purposes will be raised to \$2.50 per 1,000 cubic feet as from the 1st April.

Fire of Cookers, Geysers and other Cooking and Heating Apparatus will be continued, but the Cost of Labour and Materials used in fixing these goods will be charged to consumers.

The Labour and Materials used in fixing Lighting Fittings will also be charged to the customer.

GEORGE CURRY,
Local Secretary.
Hongkong, 31st March, 1916. [497]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the CAPTAIN SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. 77

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Size.

SMOKELESS POWDER and CHILLED SHOT. From No 10 to \$8.50 at 36, 37 and 37.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SOHNIDT & Co.
Hongkong, 4th February 1916. 78

INTIMATION

WATSON'S OLD BROWN LIQUEUR BRANDY

QUALITY.

TRY IT AND BE YOUR OWN JUDGE.



IT HAS ALREADY DONE TIME "21 YEARS" IN WOOD.

SOLE AGENTS:
A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS,
HONGKONG.

TELEPHONE 618. [18]

HONGKONG OFFICE: 10A, DES VOGES ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 5th APRIL, 1916

THE NEW AMAZON.

Stories have often been written about the valour of women in warfare. There are also many legends of female warriors. In this war we have had evidence of the valuable assistance of women in the workshops, if not actually in the firing line. The Ministry of Munitions has recently issued a small book for the guidance of managers of the factories manufacturing war material. The general impression obtained by a perusal of it, and from letters received from those who have been closely associated with "the dilution of skilled labour," is that the women have proved themselves exceedingly useful in this crisis. It is really astonishing what has been done in the great emergency. It has generally been believed that while women might do light work in textile factories they were quite unsuitable for the labour of the metal trades. Experience, however, has upset all such theories, as the following examples prove. In a particular workshop there was always a skilled worker in charge of a drilling machine. The rush for enlistment reduced the number of such men, and so an unskilled labourer was quickly trained for the job. When shell-making commenced it was noticed that it took seven minutes to complete a certain piece of drilling work. Therefore, two machines were put in the charge of one man. Then women replaced the men, and they maintained the output week after week without complaining of fatigue. Now there are shops in which only women are employed. One of these is turning out 18-pounder shells, and on this size women perform all the many machining operations. In another case two rather complicated machines were used. In the days before the war, both machines were operated by

skilled men. Now one skilled man is responsible for the two machines; he works one and supervises a woman at the other, without any diminution of the total output. The price paid for the work is the same; the skilled man receives a larger proportion than the woman, but both find that they draw much higher wages than before the war. It is not suggested that women can be suddenly turned into skilled mechanics, but it has been shown that, with proper instruction and supervision, they quickly become expert at certain types of work. They can work to the accuracy of a thousandth part of an inch, and can assist in almost all the different classes of munition-making. As in Great Britain, so in France, Italy, America, Germany and Austria women are doing work that used to be considered only as men's work. They are doing it just as well, and in some cases better. A special report, just issued, on the employment of women, while distressing in some respects, makes wonderful reading. It is pointed out that the most striking proofs of the national determination to win the war is the response of women of all classes to the call of the country. In the munition factories are those who were dressmakers, shop assistants, domestic servants, university and art students, and married women with no previous wage-earning experience. The spirit of patriotism "is as generally maintained as it was quickly shown."

The problems of the future which are raised by this employment of female labour in workshops are as interesting as they seem difficult of solution. One of the arguments used by the opponents of women's suffrage was that only those who could defend the homestead should be allowed to vote. Nowadays, we are all agreed, the output of the workshops is as vital to success as are the men in the fighting-line. The women may, therefore, reasonably claim that they have taken a part in the war, and have contributed to victory. The matter of the vote is, however, only one of many problems. These women are earning much higher wages than was possible in the pre-war days. They have not yet formed unions, but they will certainly resist any attempts to reduce the rate of pay which they now obtain. They have, in many cases, learnt complex operations, and they will be unwilling to leave the workshops when the army is demobilised. On the other hand, the Government are under pledges to the Trade Unionists, and it seems hardly possible that the "boom" after the war will be of such magnitude as to provide employment for all the male and female labour which will then be available. There is another factor operating in a direction which seems to suggest that there will be many people who will be thrown out of employment, and that is the development of the automatic machine-tool. The new inventions seem almost human in their movements. Automatically they perform many and various operations. All that is necessary is to have unskilled labour to keep them supplied with metal and oil. Against this we have to set the fact that, when hostilities cease a great amount of metal will be needed for the reconstruction of the countries ravaged. To turn out more steel it will be necessary to provide coal for its manufacture, as well as to win the necessary ore. Machines will be needed to obtain the minerals. It is, therefore, to be hoped that the workshops of Britain will be kept busy enough to employ women and men in large numbers. As a result of the search for new markets and raw materials great changes will take place. New territories will inevitably be opened up, and in this connection it seems certain that China will play an important part. If only satisfactory arrangements can be made to extend the railways and exploit the mineral wealth of Asia there will be a sufficient demand for machinery and metal-work to keep all of the workshops of Great Britain busy. It is possible that this will take place, in which case we shall see a great increase in the trade of Hongkong.

No business of public interest was transacted at the meeting of the Sanitary Board yesterday.

A concert in connection with the Men's Club will be given in King George's Hall, the Seamen's Institute, to-day (Wednesday) at 8.30 p.m. H.E. the Governor and Lady May will be present. A cordial invitation is given to all men.

The Hon. Mr. Tan Jiah Kim, O.M.G., who was a member of the Legislative Council of the Straits Settlements for fifteen years, has been entertained by the Chinese Chamber of Commerce at Singapore, on his retirement from public life.

Telegraphic advices yesterday from Singapore to Mr. W. J. Carroll, share broker, give the following quotations:—

Malakoffs, \$4.10 buyers ex dividend; Changkat Serdangs, \$10.00 buyers ex dividend; and Pajams, \$19.75 (all Straits currency).

The P. and O. s.s. *Yellere* arrived in London on the 3rd instant. This ship, it will be remembered, left Hongkong on the 3rd February, and was on fire in No. 2 Hold at Malta. The news of her safe arrival in London will consequently be received with interest by our readers.

The occupier of 84, Hollywood Road reports that some person, after having broken the trap door in the roof, entered the house, and stole clothing to the value of \$150, jewellery to the value of \$700, and \$50 in money. Another theft, at the trap door, is reported at 196, Queen's Road, where clothing and money to the value of \$42 was stolen.

Mr. Jaffe, executive engineer of the Public Works Department, reports to the police that someone entered his office by breaking a pane of glass and drawing back the bolt, stealing eight tins of tobacco, valued at \$4.80, and a steel tape valued at \$5.

Mr. Duncan, of the same office, also reports that someone has stolen from the office a chamois leather case, containing compasses, etc., valued at \$30.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the hospitals:—H. Skott, \$100; St. Paul's College, \$100; W. G. Humphreys & Co., \$55; Li Kau Chuen, \$50; Johnson, Stokes & Master, \$25; Leigh & Orange, \$20; Hon. Mr. H. E. Pollock, K.C., \$20; Hongkong Cigar Co., \$20; Patell & Co., \$15; Neronha & Co., \$15; J. R. Michael & Co., \$15; C. Pemberton, \$15; Ellis Kadoorie, \$15; Abdoolahy Ebrahim & Co., \$10; G. W. Barton, \$10; C. H. Blason, \$10; J. M. Alves & Co., \$10.

The pupils of Professor E. Danenberg scored another success yesterday when they gave a most entertaining pianoforte recital at the City Hall, to a large audience. A charmingly varied programme had been arranged, and the pupils dealt with the many high class items in a manner which reflected the utmost credit on master and pupil alike.

Mrs. Hyndman and Messrs. Aquino and Gonzales also assisted with several enjoyable solo pieces. The programme was as follows:—Gavotte (Handel), Miss Edwina Mackie; Serenade (Lohengrin) (Victor Staub), Miss Helen Flint; Erotic poem (Grieg), Miss May Choy; Ingrid's Complaint (Grieg), Miss Alda Basto; Norwegian dances (Grieg), Master William Mace and Prof. E. Danenberg; (a) Prelude in G minor (Bachmanoff); (b) Concert Study in F Sharp major (Macdowell), Miss Sophie Silas; Song, "Mon Coeur s'ouvre a ta voix" (Saint-Saens), Mrs. F. Hyndman; Variations on a theme of Beethoven for two pianos (Saint-Saens), Mrs. F. X. V. Ribeiro and Prof. E. Danenberg; To a wild Rose (Macdowell), Tight rope Dancer (Krug), Miss Elsa Alves; The Swallows (Gurlietti), Miss May Fincher; Rondo for two pianos (Chopin), Miss May Woo and Prof. E. Danenberg; The Flatterer (Chaminade), Miss Bruna d'Almada e Castro; Song, "Il Segreto" (Tosti), Mr. E. G. Aquino; Nocturne in C minor (Chopin), Miss Ruby Mow Fung; Hungarian Fantasy (Liszt), Miss Elfrida Osmund; Violin Solo, "Tendresse" (Drdla), Prof. F. Gonzales; Allegro Appassionato (Saint-Saens), Prof. E. Danenberg; (a) The daring rider (b) The ailing little brother (Gurlietti), Miss Gladys Brock; Cello Noisette (Tschakovsky), Miss Conita Martin and Prof. E. Danenberg; Barcarolle, "Tales of Hoffman" (Offenbach), Miss Lizzie Ma; Song without Words (Mendelssohn), Miss Mary Li; La Marmosa (Chaminade), Miss Mabel Musso; Ballet (Chaminade), Miss Marie Souza; Rhapsodie in G minor (Brahms), Miss Evelyn Rocha; Consolation (Liszt), Miss Domitilla Collazo; Song, "Voi lo sapete" (Macagnoli), Mrs. F. Hyndman.

THE WAR.

ANOTHER ZEPPELIN RAID.

SIX AIRSHIPS TAKE PART.

VIOLENT GERMAN ATTACKS NEAR VERDUN.

FIGHTING ON BRITISH FRONT.

BUDGET POSSIBILITIES.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

IN THE VAUX REGION. FRENCH GAINING UPPER HAND.

PARIS, April 3rd.
5.00 p.m.

A communiqué states:—The French are gaining the upper hand in the fighting in the Vaux region. The battle, which was continued at night-time, was favourable to us. We gained ground at Boiscaillotte. It is confirmed that the German attacks were on a front of three kilometres. They were made in successive waves, which were then followed by small assaulting columns. Our artillery and infantry caused the Germans heavy losses.

Our batteries in Lorraine caused fires in the enemy lines. The Germans tried to rush a position in the region of Blamont, but were repulsed by rifle fire.

A German aeroplane was killed near Noyon, and the aviators were captured.

A Zeppelin bombed Dunkirk, two civilians being killed and four wounded.

VIGOROUS GERMAN ATTACKS.

ENEMY LOSE HEAVILY.

PARIS, April 4th.
2.20 a.m.

A communiqué states:—The Germans vigorously attacked the north bank of the Forges brook between Haucourt and Bethencourt, which had been previously evacuated by the French, who had taken up positions on the south bank. The Germans were surprised by a most violent fire from the new positions and lost heavily. The French re-occupied the western part of the village of Vaux, after a violent engagement.

BRITISH FRONT.

CRATER TAKEN FROM THE GERMANS.

LONDON, April 4th.
1.10 a.m.

A communiqué states:—Early in the morning we attacked a crater at St. Elui which the Germans had held since March 30th. We captured the crater and established our lines beyond. We also took 84 prisoners, including four officers. The artillery have been mutually active about this neighbourhood. One of our aviators yesterday shot down a German machine in the neighbourhood of Lens. Another attacked and drove off five machines after a close combat with two.

ALLIED OFFENSIVE IMMINENT?

AMSTERDAM, April 4th.

The papers unite in urging the necessity for calm and affirm that the measures taken by the Government are merely precautionary. The *Telegraaf* suggests that the Government, believing that an Allied offensive is imminent, wishes to secure the frontier against the retreating Germans.

ZEPPELIN REPRISALS.

PARIS, April 4th.

As a reprisal for the Zeppelins' bombardment of Dunkirk, Allied aircraft dropped 83 heavy bombs on four German frontier cantonnements. A squadron also bombed Conflans.

There have been many air-fights at Verdun. Four Germans were brought down, while others either took flight or were forced to descend.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN OFFENSIVES. CONSISTENTLY REPULSED.

PETROGRAD, April 4th.

A communiqué reports minor operations in the northern sector, where the German offensives were consistently repulsed. The Germans are using explosive bullets. The activity in the Caucasus continues. The Russians have crossed the Upper Chirchik basin and seized a fortified mountain position 10,000 feet high.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AIR-RAID ON ANCONA. MEETS WITH DISASTER.

Rome, April 4th.

It is officially announced that five sea-planes, escorted by two torpedo-boat destroyers, appeared at Ancona on March 30th. They were attacked by the batteries, an armoured train and aircraft, and were forced to retreat. Three were brought down, one of which fell in the sea and was captured. The second fell in the sea burning, and the third sank while being towed in. The damage caused was slight, but three persons were killed and eleven wounded.

EFFECTIVE ITALIAN BOMBARDMENTS.

AERIAL ACTIVITY.

Rome, April 4th.

A communiqué states:—There have been vigorous artillery operations from the Lagarina to the Sogana valleys. The Italians effectively bombarded troops and transports. Enemy aviators failed to make any reconnaissances of the Italian lines, and were forced to retreat. Italian infantry seized the height dominating the Cristallo valley. There has been an intense artillery bombardment north-west of Gorizia.

An Italian airship dropped sixteen hundred-weight of explosives on the railway junction at Opicina, north of Trieste, and returned safely. Six aeroplanes raided Adelsberg and big fires were noticed.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

CAPTURE BY THE "YARMOUTH."

AND \$7,333 SALVAGE MONEY.

LONDON, April 4th.

The Admiralty Court has awarded \$7,333 sterling as salvage money to the personnel of H.M.S. *Yarmouth* for capturing the Greek steamer *Pontoporos* which was seized by the *Enden* in the Bay of Bengal on September 9th, 1914.

TWO BRITISH STEAMERS SUNK.

LONDON, April 4th.

The British steamer *Perth* has been sunk. Six persons have been lost and eight have been landed.

The British steamer *Ashburton* has also been sunk. Five of the crew have been saved.

The Norwegian steamer *Ino* has been sunk.

There were no casualties.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ANOTHER ZEPPELIN RAID. SIX AIRSHIPS TAKE PART.

LONDON, April 3rd.

The War Office announces that six Zeppelins visited Britain last night. Three raided the south-east of Scotland, one the north-east of England, and two raided the eastern counties.

The airships cruised over Scotland from nine in the evening until one o'clock in the morning. They had no special locality of attack. They dropped thirty-six explosive and seventeen incendiary bombs, damaging some hotels and houses. Seven men and three children were killed, and eleven wounded, including four children.

Twenty-two explosive and fifteen incendiary bombs were dropped along the north-east coast. The Zeppelins over the eastern counties cruised about from ten o'clock till one. Both were engaged by anti-aircraft guns, and machines and were thus prevented from selecting any definite locality as their objective. Thirty-three explosive and sixty-five incendiary bombs were dropped. So far as is ascertainable there were no casualties in England.

GERMAN SPY ON BRITISH SHIP.

ORDERED TO BLOW VESSEL UP.

NEW YORK, April 4th.

A sensation has been caused by the discovery of a German stowaway on board the British steamer *Matoppe*, from New York to Vladivostok. He attempted to assume command of the vessel with the aid of two revolvers. He admits that he was a German spy and was ordered to blow up the ship but refrained from doing this owing to the presence of the Captain's wife and daughter. The Captain is convinced that the man is a German ex-naval man.

PLOT TO DESTROY WELLAND CANAL.

KRUPP'S AMERICAN AGENT ARRESTED.

LONDON, April 4th.

Captain Taucher, Krupp's agent in America, has been arrested in New York on a charge of being connected with a conspiracy to blow up the Welland Canal.

DETAINING SUSPICIOUS LETTERS.

FRENCH REPLY TO AMERICAN NOTE.

LONDON, April 3rd.

The French reply to the American Note concerning the detention of letters affirms that the incessant cases of smuggling into Germany justify an examination of the letter-post. The reply cites many instances where contraband, especially rubber, has been posted to German firms. All genuine letters are immediately forwarded.

Reuter understands that all the Allies agree to this policy.

BRITAIN'S BUDGET.

PROBABLE NEW TAXES AND INCREASES.

LONDON, April 4th.

The morning papers state that the country is awaiting the Budget statement with unusual calm, and there is an absence of speculations. It is generally suggested that there will be an increase of, possibly, twenty per cent. in income tax, and that the excess profits tax will be raised from fifty to sixty per cent. There will also be an increase in the duties on cocoa, coffee and chicory, and possibly an increase on spirits. There will be a tax on theatre and cinema tickets and perhaps a tax on domestic servants. Additional imposts on motor-cars is also suggested, and, possibly, further duties on imported luxuries.

The *Times* believes that any changes will be on the lines of an extension of existing taxation. It is improbable that there will be any big departure from tradition.

It is expected that Mr. McKenna will make an appreciative reference to the King's gift of £100,000.

MR. ASQUITH AT ITALIAN FRONT.

Rome, April 3rd.

Mr. Asquith has arrived at the Italian front. He was given most cordial greetings, and the villagers were gaily decorated.

"AURORA'S" ADVENTURES.

BUCKLED BY JOE PRESSURE.

LONDON, April 3rd.

The first wireless enquiry to the *Aurora* elicited the reply "Is all well in the old country? No news for seventeen months. Reply with the latest war news."

The ship, has been on short commons, mainly seals, penguins, a little flour, tea, and tobacco, as a result of which they just held out.

Mr. Stenhouse, the Chief Engineer, stated that the *Aurora* was so buckled in the result of six weeks' pressure in the ice that he was at the point of abandoning the ship and of despatching a wireless message to the King to send a Relief Expedition, when they managed to get clear. It was a bad home-coming, but the ship was utterly useless. He hoped to return with the same personnel to pick up the landing parties. Enough hawsers and anchors were out to moor a battleship, but a blizzard snatched them like thread, and as they drifted away they saw the lights of the little hut which was occupied by the landing party.

SIR ERNEST SHACKLETON WILL "WIN THROUGH."

DUNEDIN, April 4th.

Mr. Stenhouse was welcomed by the Harbour Board. In the course of a speech he said that he was fully confident that Sir Ernest Shackleton would win through, and he did not doubt that the landing party would manage to lay depots towards the pole for Sir Ernest Shackleton to pick up, and possibly they would meet the explorer.

AMPLE PROVISION FOR LANDING PARTIES.

LONDON, April 4th.

The *Daily Chronicle* publishes a long telegram from Mr. Stenhouse, sent from Dunedin, describing the experiences of the *Aurora*. He says that the ship reached Cape Crozier on January 9th, 1915, and proceeded westward to Cape Evans, where a large depot of benzine, kerosene and coal was established. Three depot-laying parties were dispatched into the interior, one of which, under Commander Mackintosh, with three men and nine dogs, had not returned to the ship. A party of four more, who had landed at Cape Evans on March 23rd, of the same year, for scientific work, had also remained behind. Mr. Stenhouse emphasises that there is ample provision for the landing parties' needs, and there is no fear of scurvy.

The *Aurora* observed a remarkable comet on May 2nd, 1915, over Mount Erebus. The length of the tail was ten degrees.

HOLLAND AND THE ALLIES. SENSATIONAL REPORTS DENIED.

LONDON, April 4th.

Reuter is officially informed that there is no development between Great Britain and her Allies and Holland to account for the various sensational reports. Nothing adverse to Holland was even mentioned at the Paris Conference. The stories circulated in Germany were a pure invention. The report that the Allies contemplated landing an armed force in Holland was absolutely untrue.

DUTCH SHIPPING.

HOW TO AVOID GERMAN SUB- MARINES.

AMSTERDAM, April 4th.

Dutch steamship lines are conferring as to the best route to be taken in consequence of the German submarines. Meanwhile, many big liners are not sailing.

GREECE SEEKING GERMAN AMERICAN LOAN.

PARIS, April 4th.

Greece is negotiating with a German-American firm for a loan of \$5,000,000 sterling. The salaries of Greek Civil Servants have been suspended.

CLYDE STRIKE ENDED.

LONDON, April 4th.

The Clyde strike is ended and work will be resumed to-morrow.

HEADMASTER OF ETON RESIGNS.

LONDON, April 4th.

The Rev. and Hon. T. Lyttelton has resigned the headmastership of Eton College, which position he has occupied since 1903.

WEST RIVER COLLISION.

IMPORTANT ADMIRALTY ACTION COMMENCES TO-DAY.

STANDARD OIL COMPANY AS DEFENDANTS.

An important action, in Admiralty Jurisdiction, opens at the Supreme Court to-day, in which three counsel will be engaged, and Commander Beckwith, R.N., will sit with the Chief Justice as nautical assessor. The action arises out of the collision in the West River on the night of January 16th, 1915, between the *Shui On*, owned by the Shui Hing Steamship Company, Ltd., and the Standard Oil lighter *Ruth*. The Steamship Company claim \$100,000 damages and costs from the Standard Oil Company, and the latter also counter-claim for damages, to be assessed, and costs.

The statement of claim filed by the plaintiffs states, *inter alia*, that the *Shui On*, when coming down the West River, at the entrance to Wongmoon Creek, and between six and seven cables from the Swallow light, at about 2.15 a.m., collided with the oil lighter *Ruth*. They allege that the lighter could not be seen before the collision as no lights were exhibited. The *Shui On* at the time was being carefully navigated on the east channel of the fairway course, and was keeping a good look-out, but no special measures were taken to avoid the collision as the *Ruth* could not be seen. The port of the *Shui On* struck the port side forward of the *Ruth*. The plaintiffs state, also, that they did not know whether the *Ruth* was aground, on at anchor, or adrift at the time of collision, but she was lying water-logged in the course of vessels passing between Wongmoon Creek and the Canton River, and was not exhibiting the lights required by the regulations for preventing collisions at sea, or any other light; neither did the *Ruth* make any signal, nor was her position marked or indicated in any way. A proper look-out was not kept on the *Ruth*, and none of the precautions required by the ordinary practice of the road to avoid collisions were taken by the *Ruth*. Also, the *Ruth* neglected to observe Articles 1, 4, 11, and 29 of the regulations for preventing collisions at sea.

It is claimed by the defendants that the *Ruth*, which was at anchor and aground, carried the lights which were required by the regulations for preventing collision at sea for ships of less than 150 feet in length, and at anchor and aground, namely, one white light less than 20 feet above the hull, and also two red lights vertically placed where they could at once be seen. The *Shui On*, when first seen, was about a mile and a half away, nearly due west. The lights of the *Shui On* first seen were the foremost light and the green starboard light. No other lights were seen before the collision. As to the measures taken by the *Ruth* to avoid the collision, the defendants claim that when the *Shui On* was seen approaching the *Ruth*, the man in charge and on the look-out shouted as loudly as possible to those navigating the *Shui On*, but was unable to do anything further. The stern of the *Shui On* and the port side, nearly amidships, of the *Ruth* came into collision. The allegations made by the defendants against the *Shui On* are that she failed to keep a proper look-out, that she was proceeding at too great a speed on a dark night and in narrow waters, contrary to the rules of good seamanship, and omitted to proceed through the comparatively deep channel of the West River in the direction of the Wongmoon entrance light on the course usually and properly followed by steamships in these waters, and endeavoured to take a short cut through shallow waters, near Wongmoon Island, not keeping out of the way of the *Ruth*, and not observing Articles 21 and 22 of the regulations for preventing collisions at sea.

Mr. E. H. Sharp, K.C., (instructed by Mr. J. H. Gardiner), will represent the plaintiffs, and Mr. Eldon Potter and Mr. F. C. Jenkin (instructed by Messrs. Wilkinson & Grist), will appear for the Standard Oil Company. The hearing is expected to occupy about ten days.

SHIPPING NOTES.

STEAMSHIP PROFITS.

The Rederofs Steam Navigation Company (Ltd.), Cardiff, which has a subscribed capital of £100,000 and owns four steamers of 26,800 tons total deadweight capacity, returns total profits for the year 1915 at £117,943; £25,000 is added to the reserve, and £53,000 placed to income-tax and excess profits duty, and the shareholders receive 20 per cent. for the year. In 1917 the profits with one steamer less were £12,125; and the dividend was 10 per cent.

"BETTY" AT THE THEATRE ROYAL.

"Betty" charmed a crowded and very responsive audience at the Theatre Royal last night. The general tone of this delightful musical play is in keeping with the simplicity and wisdom of the character of "Betty," the little Cornish maid who dreams of being a great lady and wakes to find herself the wife of the Earl of Beverly, heir to a Dukedom. The rollicking fun of the piece is pleasantly intermingled with many delicate and tender passages, and there are some musical numbers that haunt one long after the laughter is gone and forgotten. The play is also well staged.

The work was more evenly distributed than in previous plays presented by the Bandman Opera Company. Miss Marjorie Manners was a sweet-voiced, winsome and lovable "Betty." As the ne'er-do-weel heir to the Dukedom of Crowborough, the last of his line and one who has a pronounced horror of matrimony, Mr. Leyland Hodgson had a somewhat difficult rôle, which he portrayed with much skill. Mr. Phil Carlton as the Duke of Crowborough, anxious for the preservation of his line, figured in several touching episodes, while Mr. Compton Cotts, as Lord Payne, was an admirable partner of the Earl in his escapades.

Mr. Johnny Osborne, as "the Man Milliner," took the fullest advantage of the opportunities offered, while Miss Dorothea Temple, as his model, collaborated in some very fine work.

We can safely predict that not a few of those who had the pleasure of witnessing "Betty" last night will seize the opportunity of seeing the play again at the second performance to-night.

WAR NEWS.

GERMAN PROVOCATION IN CANADA.

The Canadian Minister of Militia has received a report from the officer commanding the Overseas Battalion at Berlin, Ontario, stating that the anti-German outbreak there was unprecedented. After securing the Kaiser's bust in the German Club rooms the soldiers found a picture of King George draped with a German flag. This infuriated the soldiers and civilians, who proceeded to wreck the building.

MUNITIONS TRIBUNALS.

555 CONVICTIONS FOR STRIKING.

Up to the end of the first week of February 555 munition workers were convicted for striking by the tribunals established under the Munitions Act at Berlin, Ontario, stating that the anti-German outbreak there was unprecedented. After securing the Kaiser's bust in the German Club rooms the soldiers found a picture of King George draped with a German flag. This infuriated the soldiers and civilians, who proceeded to wreck the building.

MEN FOR THE NAVY.

NEARLY A MILLION IN THE SERVICE.

In fulfilment of a promise made to him in the House of Commons on January 28th Dr. Macnamara has sent to Sir Gilbert Parker, the following details of the numbers employed directly or indirectly on the Navy:—

"As regards the Navy proper, we are now authorized to work up to a maximum of 350,000 officers, men, and boys by March 31st, 1918, if necessary. Of that number we already bear something like 320,000.

"The question of the men engaged in ship construction, repairing, and in auxiliary work, upon which the maintenance and fighting efficiency of the Fleet depend, is very much more difficult to arrive at. In the first place, we have somewhere about 85,000 men engaged in the Royal Dockyards and other naval establishments. As regards the number of men engaged on Admiralty work under contract and sub-contract, I am afraid it is quite impossible for me, in the time at my disposal, to give even the most speculative estimate, except to say that the number is certainly several times that of the figure which represents our own employees in the Royal Dockyards and naval establishments. If I were asked to put the matter in a sentence I should say that for every man in the Navy, of whom there are, as you see, something like 300,000, there are certainly two persons, and possibly even three, at work on ship construction and repairing and contributing to the general maintenance and fighting efficiency of the Fleet."

When the German shells fall in the streams here, writes a Manchester officer from Flanders, they make a splendid column of water, and incidentally kill hundreds of fish. One day I went out with the bombing officer of our battalion, who wanted to catch fish, and catch them he did, as fine perch and pike as you could get in Pickmere or anywhere else. The method was quite simple. Some bombs had to be tested, so after fixing the detonators we threw them into the water, and voila! the fish appeared on the top and were brought in by a bucket on the end of a long pole.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG PROPOSED SAILING Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and forwarding (the Quickest Freight) Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "MADAWASKA" 20th April.
" " "S.S. "SALAMIS" 25th April.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON ... Steamer "DENBIGH HALL" ... On 6th April.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO RHEIS & CO., CANTON.

GENERAL AGENTS

Hongkong 17th March, 1916.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG	"CHINKIANG"	On 5th Apr. 9 A.M.
BANGKOK	"SALMA"	On 5th Apr. 11 A.M.
TIENSIEN	"HUICHOW"	On 7th Apr. Noon.
SHANGHAI	"LUCHOW"	On 9th Apr. 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 11th Apr. 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.
S.S. "DINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINKIANG," "TAMING" and "TEAN." Excellent Saloon accommodation. Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 5th April, 1916.

TELEPHONE 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

Occurring at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Thomson	TUESDAY, 11th Apr., at 2 P.M.

For SWATOW.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Thomson	FRIDAY, 7th Apr., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th April, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,015 tons, Captain C. F. Soddem, will be despatched for SHANGHAI, KOBE and MOJI on 8th April.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 31st March, 1916.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Leave at	Leave at
to	3 P.M.	St. from COLOMBO	1916	1916
COLOMBO	Friday			
MALTA	April 7	KHIVA	May 8	May 15
NAGOYA	April 21	MOOLTAN	May 23	May 29
NAMUR	May 5	KASHGAR	June 6	June 12
NANKIN	May 19	KARMALA	June 19	June 25
NOVAHA	June 2	MOHEA	July 3	July 10
MALTA	June 16	KHYBER	July 17	July 24
NAGOYA	June 30	MEDINA	July 31	Aug. 7

† Leaves Hongkong at Noon, on 7th April.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NAMUR	THURSDAY, 13th April
NANKIN	SATURDAY, 22nd April
NOVAHA	SATURDAY, 6th May
MALTA	SATURDAY, 20th May

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H'KONG about	Leave FROM about	Due at Marseilles, if calling about	Due LONDON about
NYANZA	July 5	July 12	Aug. 11	Aug. 20
MONGARA	July 19	July 26	Aug. 23	Sept. 1

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to

E. V. D. PARK,

Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TO	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KIPANO MARU Capt. P. E. Ope	14,000	THURSDAY, 6th Apr., at Noon.
	\$ FUSHIMI MARU Capt. Iizawa	20,000	THURSDAY, 20th Apr., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKOHAMA and YONOHAMA	\$ AWA MARU Capt. Iizawa	15,500	TUESDAY, 18th Apr., at Noon.
	\$ SHIDZUOKA MARU Capt. Ueguchi	15,500	WEDNESDAY, 26th Apr., at Noon.
SYDNEY and MELBOURNE VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ NIKKO MARU Capt. Iizawa	9,600	FRIDAY, 14th Apr., at 4 P.M.
	\$ AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	\$ COLOMBO MARU Capt. H. Nomura	8,000	FRIDAY, 29th April.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	\$ BOMBAY MARU Capt. Kobayashi	8,000	MONDAY, 10th April.
MOJI and KOBE	\$ KIRIN MARU Capt. Sasaki	8,000	WEDNESDAY, 13th April.
KOBE and YOKOHAMA	\$ RANGON MARU Capt. Kusano	8,000	THURSDAY, 20th April.
NAGASAKI, KOBE and YOKOHAMA	\$ AKI MARU Capt. Yoshikawa	12,500	FRIDAY, 14th Apr., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	\$ KAMO MARU Capt. Shimizu	16,000	MONDAY, 1st May, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 800.	To Marseilles 1st Single Yen 550.
" " 2nd Single " 400.	" " 2nd Single " 350.
" " Return " 600.	" " Return " 500.
To London, Southampton, Liverpool via New York \$80.15.	
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To Sydney, 1st Single \$40.	To Melbourne, 1st Single \$41.
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To Yokohama, 1st Return \$125.	To Kobe, 1st Return \$125.
" " 2nd " 80.	" " 2nd " 80.

ROUND-THE-WORLD, Yen 1,045.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 194.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change With out Notice.

Steamer	Tons and Speed	Leave Hongkong
PERSIA MARU	9,000 — 17 knots	FRIDAY, 21st April
TENYO MARU	22,000—21 knots	SAT., 6th May.
SEIYO MARU	14,000 — 14 knots	THURS., 11th May.
NIPPON MARU	11,000 — 16 knots	TUESDAY, 16th May.
SHINYO MARU	22,000—21 knots	WED., 31st May.

† Via MANILA, Omitting Shanghai.
‡ Proceeding to Mexico South America Ports. Omitting Shanghai.
Steamer via Shanghai leaves at Noon.
Mails " " at 10.30 A.M.

FIRST CLASS TO LONDON \$71.10... RETURN (6 MONTHS) \$120.
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" " " SAN FRANCISCO \$45. " " " \$68.

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ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

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THROUGH BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

SEIYO MARU ... 14,000 — 14 knots ... THURSDAY, 11th May.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... PORTHOS ... On or about 19th April.

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MARSEILLES VIA SAIGON ... PORTHOS ... On 13th May.

(Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

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For further particulars apply to

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

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For VICTORIA AND TACOMA VIA MANILA, NAGASAKI, KOBE, YOKOHAMA and YONOHAMA.

"HAWAII MARU" ... MONDAY, 10th Apr. at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasures and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

"JAVA MARU" ... THURSDAY, 20th Apr., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

"DAIGI MARU" ... SUNDAY, 9th Apr., at Noon.

FOR ANPING AND TAHAO VIA SWATOW AND AMOY.

"GOSU MARU" ... WEDNESDAY, 12th Apr., at 9 A.M.

These Steamers of Coast and Foremost Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Noon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER.

Second Floor, No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		On 7th Apr. 4 P.M.
EASTERN		On 25th Apr. 11 A.M.
ST. ALBANS	12th May	On 3rd June, 11 A.M.

All Steamers fitted with wireless Telegraphy. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

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AGENTS

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